LOW RATES TO THE PACIFIC

Interesting Passenger War Between Two Transcontinental Railways.

Tickets to San Francisco and Oregon and Washington Points, Over the Great Northern and Northern Pacific, Lower.

The Northern Pacific people are at last aroused and propose to meet the cut rates made by the Great Northern road to Pacific coast points. The Northern Pacific, on June 25, will make a deep cut in rates to coast points. The rate from Indianapolis to Portland, Ore., Tacoma, Seattle or any other Northern Pacific coast point will be, first-class, \$38.10; second-class, \$31.10, which makes the rate from Indianapolis to San Francisco, first-class, but \$57.10, secondclass, \$39.10. These are the lowest rates ever offered to points named on regular scheduled trains, and should the Great Northern out deeper it will be followed by the Northern Pacific, as the fight between the two lines is on in earnest.

The Great Northern has also decided to place on sale, commencing July 1, threehousand-mile tickets, good for one year from date of issue, at the rate of \$75, or 21/2 cents per mile. The tickets will be good over the entire Great Northern system, over the Sioux City & Northern and over the Canadian Pacific between Neche and Winnipeg. The lines in the Western Passenger Association have been greatly disturbed by the repeated reductions of the Great Northern, and a meeting has been called at Chicago, on June 27, to take action regarding rates. There is an opinion among some of the general passenger agents that the Union Pacific will not enter the fight, preferring rather to abandon its Montana business.

Excursion Tickets Good for Seven Days. The Central Traffic Association has decided to extend the time on excursion tickets from four days, as originally planned, to seven days. This is a concession to world's fair visitors that will be appreciated by those who do not care to ride on the limited trains.

Personal, Local and General Notes. J. Q. Van Winkle and family, who have been at the world's fair during the week.

returned last night. The Gulf, Colorado & Santa Fe road is delivering six thousand carloads of grain at Galveston for export to Europe.

The board of managers of the Philadelphia & Reading railroad has decided to abandon the plan for the rehabilitation of

The Big Four now has so many passenger trains running into the Union Station, and has so much changing of cars to do that it keeps an engire there for switching service day and night.

Eighty-five per cent. of the necessary securieties of the Baltimore & Ohio Southwestern and the Ohio & Mississippi roads have been deposited in favor of the consolidation and reorganization plan.

Cornelius Vanderbilt, who has done so much to aid the railroad men's branch of the Y. M. C. A. on the New York Central, has now contributed \$100,000 for further improving the clubhouse for railway em-The Atchison, Topeka & Santa Fe road

now has 9,345 miles of main line. Its rail-

road, coal and other interests combine ninety corporations. It fixed charges including taxes for the year ending June 30, 1893, are Within the last few months nearly all the sistions on the Big Four system have

been overhanied. The platforms have been repaired and the buildings and watertanks painted a bright yellow, with white trimmings. The friends of J. F. Conant, who, for many years, was a passenger conductor on the Big Four, will regret to learn that his son Frank, who was mysteriously shot five

wounds on Wednesday, at the residence of his father, in Seattle. Lust Monday, at Frankfort, the crossing of its line with the Monon, the Toledo, St. Louis & Kansas City road turned over seventy-six passengers for Chicago; on Tuesday, ninety-six; on Wednesday, 104, and yesterday, ninety-three. Most of the business came from points on the T., St. L.

years ago near Cincinnati, died of his

& K. C. line east of Frankfort. The St. Louis & San Francisco road will nee the Chicago, Burlington & Quincy's new bridge and the Chicago & Alton's bridge to forward its Eastern and Northern freights, thus avoiding the delays experienced in sending such business through St.

Louis and over the Terminal lines. For two months past the Nickel-plate has been making a \$7.50 rate from Cleveland to Chicago, while the other lines are charg-ing \$10. Now the latter propose to meet the rate of the Nickel-plate unless it advances its rate to the differential it is entitled to in its agreement with the other

J. R. Richardson, assistant master mechanic of the Panhandle shops on the Little Miami, died quite suddenly yesterday morning. R. B. Richardson, chief clerk of F. Darlington, and W. W. Richardson, chief clerk of H. R. Dering, sons of the deceased, left for Cincinnati at once on receiving the news.

H. Woodbridge, engineer of maintenance of way of the Sandusky division of the Big Four, was in the city yesterday. He states that the seventeen-stall roundhouse at Bellefontaine is completed. Work is being pushed on the division shops at that point, but they will not be ready for occupancy for some months.

Frank X. Bezy has sued the Louisville. Evansville & St. Louis road for \$750 for the destruction of his raspberry patch. The company's defense is that he did not properly care for the ground and the weeds became excellent fuel for spreading the tire, which, it is alleged, originated from a spark from one of the company's locomo-

Lewis Thomas, of the Big Four, returned yesterday from the world's fair. He closely examined the locomotives in the transportaton department, and now expresses the opinion, as have many other engineers. that the last passenger engines built at the Schenectady works for the Big Four are in all respects the best eight-wheeled engines

The Great Northern road is paying so little attention to agreements, having outrates in all directions, that in railway circles it is now known as the "Great Irresponsible." Competing transcontinental lines will wait, it is stated, to see what effect the Great Northern's rate slashing has, and if they find it is drawing much business they will meet the reduced rates.

Railway officials are now becoming much more anxious as to how they can handle the passenger business than regarding rate matters, and what worries them still more is how they can handle the Grand Army of the Republic business in September in ad-Gition to the world's fair business. An official said last evening: "If our company had purchased one hundred instead of fifty new coaches last fall it would have done Wisely."

President Mackey, of Evansville, is said to be very proud of the new shops which, under his authority, were erected at Princeton, Ind., and in which new machinery is being put in position. The dimensions of the shops are as follows: Paint shop, 40x 186 feet; car shop, 80x166; power house, 40x 80; machine and boiler shop, 75x263; blacksmith shop, 75x103; tin and copper shop, 35x 75; oil shop, 20x32; office, 33x147; round house, 463x70; ice house, 20x100.

The Erie and the New York & New England railroads have entered into a joint traffic alliance for through business between Boston and Chicago. The agreement went into effect yesterday, and a solid through train is now run between Boston and Chicago, The New England will reach the Erie over the Hudson at Newburg and the Poughkeepsie bridge and will compete with the Fitchburg road for through business out of Boston.

The Hong Kong Telegraph, in a recent issue, pays the Pennsylvania railroad management a high compliment, and published a lengthy and detailed description of the system. Among other things it says: "The Pennsylvania system is the best concrete illustration of the civilization of the United States. As owner and lessee it possesses and manages over \$1,000,000,000 gold in property, operates over ten thousand miles of road, employs more than one hundred shousand locomotives and cars and has \$50,000 men in its service, and to-day the

Pennsy! vania Railroad Company is richer and more powerful than any one of half of the civilized nations of the world," Attention is called to the management going to the bottom of every technical matter, having a small army of specialists, each an expert in his forte.

Secretary McFadden, of the Transmissouri freight committee, has tendered his resignation. The committee will meet at Kansas City Tuesday next to select his successor and to transact other business. Mr. McFadden has accepted a position as general freight agent of a Southern road.

On application of the United States Trust Company, of New York, holding a mortgage of \$2,717,000 on the road, Judge Woolson, of the federal court at Keokuk, la., yesterday appointed John F. Barnard, expresident of the Ohio & Mississippi railroad, receiver for the Omaha & St. Louis railway, running from Conneil Bluffs to St. Louis, and which has been operated by the Wabash railway.

There is much complaint that the Panhandle and the Monon do not give Indianapolis travel better accommodations for Chicago. The Big Four holds several parlor and chair cars here for its day trains to Chicago. This is not done by either the Monon or Panhandle lines. When persons here telegraph to Cincinnati for a seat in a parlor car over the C., H. & D. and the Monon the respone comes that every chair is taken. The same is true if one telegraphs to Louisville on the Panhandle lines.

It is stated that a traffic alliance will be formed between the Cincinnati, Hamilton & Dayton, the Indianapolis, Decatur & Western and the Wabash, when the C., H. & D. takes control of the I. D. & W., which will greatly increase the business of the L. D. & W. and make it a great feeder to the C., H. & D. In return, it is said, the C., H. & D. will turn a large per cent, of its eastern freight traffic over to the Wabash. This statement applies to the freight department, as it is not proposed to disturb the passenger line over the C., H. & D. and the Vandalia between Cincinnati and St.

The National Association of Master Meshanics has closed a six days' session at Lakewood, N. Y. The following officers were elected for the ensuing year: President, John Hickey, Northern Pacific, St. Paul; first vice president, William Garstang, Big Four, Indianapolis; second vice president, R. C. Blackall, Delaware & Hudson, Albany; treasurer, O. S. Stewart, Boston; secretary, Angus St. Clair, locomotive engineer, New York. The place of holding next year's meeting was not decided upon, but will be either Saratoga or Old Point Comfort.

## INDIANA FAIRS.

The following is a list, with dates, of the

various fairs of Indiana: July 4 and 5—Bedford Fair and Trotting Association; Frank O. Stannard, sec.

Aug. 7 to 1f—Bridgeton Union Agricultural Society; Bridgeton; F. M. Miller, sec.

Aug. 7 to 11—Tipton County Fair Company; Tipton; W. R. Oglesbay, sec.

Aug. 8 to 11—Wayne County Fair Association; Hagerstown; J. F. Hartley, sec.

Aug. 8 to 11—Henry, Madison and Delaware Agricultural Society; Middletown; F. B. Miller, sec.

Aug. 8 to 11—Jennings County Joint Stock Agricultural Association; North Vernon; Wm.G.Norris, sec.

Aug. 14 to 18—Delaware Agricultural and Mechanical; Muncle; M. S. Claypool sec.

Aug. 14 to 18—Hamilton County Agricultural Association; Sheridan; W. J. Woods, sec.

Aug. 15 to 18—Jefferson County Fair Association; Madison; S. E. Haigh, sec.

Aug. 21 to 26—Oakland City Agricultural and In-Aug. 21 to 26—Oakland City Agricultural and Industrial Society; Oakland City; W. C. Miller, sec. Aug. 21 to 25—Hancock Coun y Agricultural So-

ciety; Greenfield; Marion Steele, sec.

Aug. 21 to 25—Parke County Agricultural Association; Rockville; J. E. Allen, sec.

Aug. 21 to 26—Daviess County fair; Washington; W. F. Axtell, sec.

Aug. 22 to 25—Washington County Fair Association;
Salem; E. W. Menaugh, sec.

Aug. 28 to Sept. 2—Clinton County Agricultural Society; Frankfort; Joseph Heavilow, sec

Aug. 28 to Sept. 2—Harrison county fair; Corydon;

Aug. 28 to Sept. 2—Harrison county fair; Corydon; D. F. Hurst, sec.

Aug. 28 to Sept. 2—Warren County Agricultural Association; Boonville; Wm. L. Barker, sec.

Aug. 28 to Sept. 2—Clara County Agricultural Associatio; Charlestown; J. M. McMillan, sec.

Aug. 29 to Sept. 1—Switzerland and Ohio Agricultural Society; East Enterprise; W. H. Madison, sec.

Aug. 29 to Sept. 2—Johnson County Agricultural Association; Franklin; W. S. Young, sec.

Aug. 29 to Sept. 2—Decatur County Agricultural Society. Aug. 29 to Sept. 2-Decatur County Agricultural So-Aug. 29 to Sept. 2—Decatur County Agricultural Society; Greensourg; Ed Kessing, sec.

Aug. 29 to Sept. 2—Randolph Union [Agricultural Society; Winchester; D. E. Haufman, sec.

Aug. 29 to Sept. 2—Grange Jubilee and Agricultural Association; Wirt Station; T. H. Watlington, sec.

Sept. 4 to 9—Floya County Fair Association; New Albany; C. W. Schindler, sec

Sept. 4 to 8—Benton and Warren Agricultural Association; Boswell; W. H. McKnight, sec.

Sept. 4 to 9—Spencer County Agricultural and Industrial Society; Chrisney; P. C. Jolly, sec.

Sept. 4 to 8—Tippecanoe County Agricultural Association; Lafayette; A. Wallace, sec.

Sept. 4 to 9—Pike County Agricultural Association;

Sept. 4 to 9—Pike County Agricultural Association; Petersburg; T. W. Brumfield, sec. Sept. 5 to 9—Shelby County Joint Stock Association; Shelbyville; E. E. Stroup, sec. Sept. 3 to 8—Putnam Agricultural Association; Bainbridge; A. R. Allison, sec. Sept. 4 to 9—Sullivan County Agricultural Association; Sullivan; Ben J. Davis, sec. Sept. 5 to 8-Carroll County Fair Association; Camden; D. T. Sanderson, sec. Sept. 11 to 15-Montgomery Union Agricultural So-ciety; Crawfordsville; W. W. Morgan, sec. Sept. 12 to 15-Newton County Agricultural Asso-ciation; Morocco; G. W. Boyster, sec. Sept. 11 to 16-Fairmount Fair; Fairmount; J D. Latham, sec.
Sept. 11 to 16—Gibson County Fair Association,
Princeton; S. Vet. Strain, sec.
Sept. 12 to 15—Rush County Agricultural Society;

Rushville, J. Q. Thomas, sec. Sept. 12 to 15—Washington County Fair Association; Pekin; R. E. Elrod, sec.

Sept. 12 to 16-Warren Tri-County Agricultural Society; Warren; John H. Thompson, sec.

Sept. 12 to 16-Bedford Fair Association; Bedford; Frank Stannard, sec.

Sept. 18 to 23—Indiana State fair; Indianapolis;
Charles F. Kennedy, sec.

Sept. 18 to 23—Perry Agricultural and Mechanical
Association; Rome; W. Whoeler, sec.

Sept. 18 to 23—Greene County Central fair; Bloomneld: T. T. Pringle, sec.

Sept. 19 to 22—Wabash County Fair Association;
Wabash; G. B. Fawley, sec.
Sept. 19 to 22—Marshall County Agricultural and
Industrial Asso't'n; Plymouth; S. N. Stevens, sec.
Sept. 19 to 22—Porter County Agricultural Society;
Valparaiso; E. S. Beach, sec.
Sept. 19 to 22—Stephen County Agricultural Asso-Sept. 19 to 22-Steuben County Agricultural Association; Angola; H. L. Huston, sec. Sept. 18 to 22—Fountain, Warren and Vermillion Agricultural Association; Covington; W. T. Ward,

Sept. 25 to 29-Eastern Indiana Agricultural Asso ciation; Kendaliville; J. S. Conlogue, sec. Sept. 25 to 30-Spencer County Fair Association; Rockport; C. M. Partridge, sec. Sept. 25 to 29-Vermilion County Fair Association; Cayuga; J. S. Grondyke, sec.
Sept. 25 to 29—Jay Co.nty Agricultural and Joint
Stock Company; Portland; G. W. Burgman, sec.
Sept. 26 to 29—Tri-County Agricultural Society;
North Manchester; D. W. Krisher, sec. Sept. 26 to 29-Jack-on County Fair Association; Seymour; C. A. Saltmarsh, sec. Sept. 26 to 30-Monroe County Agricultural Association; Bloomington; C. R. Worrall, sec. Sept. 27 to 29-Bremen Agricultural Society; Bremen; I. L. D. Lesler, sec. Sept. 26 to 30-The Southern Indiana District Fair Association: Mt. Vernon: C. W. Lichtenberger, soc. Sept. 25 to 29—Poplar Grove A., H. and M. Associa-tion: Poplar Grove: R. T. Barbour, sec. Oct. 2 to 5—Eikhart County Agricultural Society Goshen; E. E. Drake, sec. Oct. 2 to 6-Lagrange Fair Association; Lagrange; Oct. 3 to 7-Huntington County Agricultural Society; Huntington; H. M. Purviance, sec. Oct. 3 to 6-Lake County Agricultural Association; Crown Point; W. C. Nicholson, sec. Oct. 3 to 6-Maxinkuckee Agricultural Association; Culver Park; E. S. Freeze, sec. Oct. 3 to 7—Vermillion County Joint Stock Associa-tion; Newport; J. Richardson, sec. Oct. 3 to 6—Marshall County Agricultural and Industrial Associatin; Plymouth; S. N. Stephens, sec. Oct. 4 to 7—Whitley Coun y Joint Association; Columbia City; F. J. Heller, sec. Oct. 9 to 14—Knox County Agricultural and Mechanical Society. Vincentus, J. W. Emison, sec. chanical Society; Vincennes; J. W. Emison, sec. Oct. 9 to 13-Northeastern Indiana Agricultural As-

Oct. 11 to 13-Farmers' Unoin Fair Association; New Carlisle; W. H. Deacon, suc. Odds and Ends.

sociation; Waterloo; J. G., ohnson, sec. Oct. 10 to 13—The Bourbon Fair Association; Bour-

m; G. D. Ettinger, sec.

When buying wall paper avoid getting the figure too small, and thus destroying the "character" of your room. Those experienced in decoration are very prompt to give the go-by to a "weak" looking

wash a silk waist make a good lather in a small pan with white curd scap and hot water, add a small wineglassful of vinegar and pour the same quantity of vinegar into another pan containing about two quarts of cold water. Place the blouse in the hot water, and rub it downward, taking care not to drag it in any way or rub soap upon it. As soon as it looks clean place it in cold water, stir it about to remove every trace of soap and then squeeze carefully but do not wring with hands. Pass through a wringer, and iron on both sides keeping the grain of the silk even.

Recalling Campaign Promises. To the Editor of the Indianapolis Journal:

Would like to ask Mr. W. D. Bynum where we can get \$1 per bushel for wheat? PENDLETON, Ind. READER.

The Man Who Caught the Bear.

New York Recorder. It is inexact to say that the Democratic party is in control of the government. It has possession, but there is no indication that it bas control.

"BRACE UP" is a tantalizing admonition to those who feel all tired out, without appetite and discouraged. But the way in which Hood's Sarsaparilla builds up the tired frame and gives a good appetite is wonderful.

Best family cathartic, Hood's Pills.

Yesterday at the Big Fair Que of the Banner Days in Point of Attendance.

Two Excursion Trains from Indiana Run Into the Terminal Station-Summer Hotels Filling Up-Ovation to Governor McKinley.

CHICAGO, June 22.-Newport, nor Baden, nor Brighton Beach, nor any other famous summer resort ever was more delightfully pleasant than the "White City" in Jackson Park to-day. There was not a cloud in the sky, the air was cool and invigorating, a bracing wind blew from Lake Michigan, and never was the world's fair more like a paradise than it was to-day. The visitors rolled in at the gates like a great stream and scattered out over the grounds until they looked like a sea of human heads. The superintendent of admissions to-night gave it out as a conservative estimate that the total admissions for to-day would run shove the 150,000 mark. The total attendance for yesterday was 132,368,

Two excursion trains on the Pennsyl-

vania system were run into the big terminal station, depositing between eight hun-dred and one thousand people at the park. Besides this number many of the excursionists left the train before the grounds had been reached and were transferred to hotels. One of the trains came from Logansport and the other started at Fort Wayne. Both picked up passengers at in-termediate points. While several excur-sion trains have been run into the terminal station, those of to-day practically mark the beginning of the excursion season, and it is confidently expected that during the summer people from all parts of the country auxious to visit the fair will be given the benefit of reduced rates, and can come direct to Jackson Park without suffering the inconvenience of transfer at Chicago. The steady increase of straugers at the fair is becoming more noticeable each day, and the daily attendance is growing at a rate that convinces the exposition officials that the enterprise is destined to be a financial success. The total attendance of yesterday was equal to that of the second week of the fair, and and it is believed that the total for this week will be as great as the total for the month of May. All the big summer hotels built especially for the world's fair vis-itors in the vicinity of the grounds are fast!filling up.

Objo's world's fair home was the scene

of a delightfully informal reception to-day. which was concluded with an ovation to Governor William McKinley. No cards were issued for the event. The Governor came to Chicago, unattended by his staff, to see the fair. He was prevailed upon, last evening, by the world's fair board to receive informally for the benefit of Ohioans now at the fair. This he consented to do, and at 2 o'clock this afternoon he appeared at the State building, accompanied by Daniel J. Ryan, executive world's fair commissioner, and W. E. Sefton, of the State board. The Governor was met at the door by ex-Congressman C. M. Anderson, of Greenville, O., and escorted into the reception room, where he met the other members of the board and the lady managers of the State. The Governor. escorted by Mr. Anderson, then entered the "Cleveland" room, where he was introduced to a few prominent citizens of that place, and later entered the "Cincinnati" room, where a number of people welcom ed him. The rooms were beautifully decorated with palms, out flowers and many rare exotics, and the Governor took up his position in a bower of roses in the reception room, where the informal event took place. About one thousand people were massed in front of the building, and as many of these were admitted as the Governor could comfortably greet. Shortly after 3 o'clock the doors were closed and the crowd outside who had not met the Governor set up a tremendous cheer. After waiting a few minutes, the noise increasing meanwhile, the Governor went upstairs and out upon the balcony. When the Governor appeared in view of the people there was a wild cheer of greeting, which was hushed as Mr. McKinley raised his hand. The Governor said:

My Friends, Ladies and Gentlemen-I undertook to shake hands with all the people here, but was just told that there were millions outside. This reception must stop; I come only in response to your call to say how much I and the people of Ohio appreciate your call. I am glad to see the people of Ohio here to-day. I am glad to see the people of the United States and the people of the world mingling at this great ob-ject lesson. This is the grandest display that has ever taken place, and the world will never see its equal. No such magnificent spectacle as this great fair could take place in any other city but this. I thank you all for this cordial greet-

The Governor's words were greeted with prolonged cheering, which he acknowledged by bowing right and left as he retired from the balcony. Major McKinley then retired to the room set apart for him, where, after partaking of light refreshments and resting for about a half hour, he again entered his carriage and went through the grounds sight-seeing. Among those present were Mayor Smith, of Cincinnati; Captain J. W. Bookwalter, of Springfield, O.; H. H. Konleast, of Chicago, and Lafayette Williams, Col. A. C. Jones, W. C. Alderson, Miss Marion Foster, daughter of Hon. Charles Foster; Mrs. William Hertyon and Mrs. Haywood.

"Every person in the land possessed of liberal public spirit, or actuated simply by curiosity, ought to see the World's Columbian Exposition. I think before the season is over every one who can possibly procure the means will visit the phantom city of the fair-phantom-like in its color, phantom-like in the suddenness with which it has appeared before the eyes of men." This remark was made by Gen. Horace Porter, of New York, to-day. General Porter has spent several days at Jackson Park reviewing the buildings and exhibits. In giving his impressions of the great exposition yesterday, he expressed himself as think it is already generally acknowledged that the selection of Chicago as the place for fair was eminently wise. Not only is the city well suited to the purpose on account of its great central position and easy access by rail, but it had the most appropriate grounds to devote to the puradd a water feature in the shape of canals and lagoons, which form one of the most attractive features. Besides, the heat of summer is not as great as in many other of our large cities. When one gazes upon this marvelons combination of artistic beauty one's only regret is that the masters of ancient Greek art could not reappear upon earth long enough to gaze upon this entire city of art, which has been created by the master minds of the nineteenth

century." Before the rope-barred entrance to the picturesque Javanese village in the Midway Plaisance to-day more than two thousand persons loitered for an hour listening to the stains of a solemn march that came fresh and sweet from pure-toned bells. The listeners thought it a native Javanese concert air, but the sturdy little folk from the island of Java meant it not as such, because they were all mourning for little old Mina, the mother of the village, who died last night. The music they were performing on the bells called the "Gonalong"-fashioned like the xylophone used in this conntry, but of a finer tone than that instrument-was a native dirge, and as the musicians coaxed the sad notes from the metal they crooned an accompaniment and swayed their bodies in rhythm to it. All last night and to-day was spent in mourning. Mina was sixty-five years old and died of consumption. At 2 o'clock this afternon her body, incased in a little coffin not much larger than that of a half-grown child, was placed in a wagon and followed by the seventy natives of the village was | to the making, coloring or putting them toconveyed to Cakwood Cemetery, where it gether. There is no reason why the rag was interred with Mohammedan rites:

Mexico's exhibit in the women's department was opened to the public, to-day, without ceremony. It is the intention of the Mexican commissioners to have a formal dedication and celebration when all the sections of the Mexican exhibit are of pants, waists, skirts, etc., were cut opened. The most conspicuous exhibit of | round and round so as to save much sew-

CROWDS AT THE WHITE CITY ing is a model of the caravel Santa Maria in the largest showcase in the Mexican section. The Mexican display of Azteos, their idols and a model of the Aztec cities before the conquest by Cortez, was also opened, to-day, in the Anthropological Building.

Fans Stir Up a Breeze,

Chicago Tribune. Yesterday afternoon there was almost riot in the east gallery of the Manufactures Building because of an attempt made by a sewing machine company to give away fans of the Japanese variety, made of split bamboo and covered on either side with rice paper containing an advertisement for the firm. The man whose concession was at stake heard of the outrage being perpetrated and he rushed upstairs three steps at a time, full of indignation and a determination to protect his rights at any cost. He called upon the sewing machine people and demanded that they should immediately cease giving fans to visitors. As the machine company had ordered 2,000,000 of these fans to be given away during the exposition, and as they would be of no value for any other purpose, the manager naturally refused to comply with the demand. Then the fan concessionsire got two Columbian guards to stand in front of the exhibit and prevent the fans being given away. The sewing-machine company got a half dozen men inside the exhibit, each of whom was supplied with an armful of fans, and they trampled upon the blue-coated authority of the Columbian guards and jeered at the concessionnaire, who stood by. The Columbian guards kept the visitors from getting near enough to be handed fans, but the young men dexterously threw them out into the middle of the crowd which blocked the aisle on either side. There was almost a riot for awhile, and finally the fan man called on Chief Allison, of the department of manufactures, to interfere in his behalf. The Chief happened to be fanning himself with one of the identical fans at the time, and he replied to his caller that it was no funeral of his. The result was that during the last half of the afternoon the machine company gave away more fans than it had counted on giving out in a week.

Exhibit from the Holy Land, Chicago Tribune. For those who feel an interest in things lived an unusually interesting exhibit may be seen in the gallery of the Transportation Building. It was received by Chief Willard Smith yesterday from Jerusalem and includes among other things the model of the boats used on Lake Galilee at the time of Christ. The model is five feet in length and is a perfect open rowing boat in minia-ture. There are also wine bags, leathern water bottles, a mule, camel and donkey pack saddles, and a sort of woolen sack in which the women of the Holy Land carry infants on their backs. The exhibit was sent to Chief Smith by Selah Merrill, the United States consul at Jerusalem.

Can Take Care of Themselves.

Globe-Democrat. The independence of the American citizen and his ability to guide himself are clearly shown by the books of the world's fair management. "One hundred male guides and thirty lady guides dismissed this date on account of lack of business to even support one of them," is the recorded order. That the world's fair visitor is more orderly and needs less watching than the management supposed is illustrated in the order issued discharging 600 guards from duty, though the crowds of visitors increase. Fifteen hundred now draw their \$2 per day and rest in peace.

A True Story. Cincinnati Enquirer.

Gent (at information bureau, world's fair)—This is a 'formation bureau, ch? Attendant-Yes, sir.

Gent-Suppose ye could s'ply any kind a formation! Attendant-Ob, yes indeed, sir.

Gent-Well, s'pose ye tell me where Billy Rensheim is.

JAPAN'S GARDEN OF GIRLS.

Fair Women on Plump, Hobbledy Legs Who Detest Kissing.

Japan Letter in London Illustrated News. Among the distinct curiosities of this lovely and well-advertised land I immediately note the following. Here we have a sea that is destitute of freshness and what at home we call ozone; flowers that have no seent; birds that have no song; women that are actually pleased with their uniform unloveliness; men who laugh and chuckle as they display their shaved heads or scrubbing-brush hair; babies of infinite ngliness, whose cradle is a sack on the back of their stunted mothers; married women with teeth as black as ink, and cats without a vestige of a tail. These facts are too often suppressed by the impressionable traveler, who writes home and tells his friends that earth's paradise, its garden of girls and dream of fair women, lies between Yokohama and Hakodate. Who is this little toddling bundle coming toward me across the streets? She cannot be more than four feet high. Her face is as round and as fat as a dumpling. Her little black beads of eyes are so sunk into her head that they are almost lost in their overhanging frame of fat eyelid. Her figureif figure it could be called-would at home be pronounced "squat." Her body looks to me as square as a die, and her legs, as they peep from her wadded "kimono," are bowed or bandy. There is a dab of vermilion on her ever-grinning lips. The dear little thing is one fat and eternal grin. Her head is indeed a marvelous structure. It was done up by the barber a week or so ago, and there it has remained intact ever since. It is piled up in jet black-raven black, if you will-ink black rolls of welloiled tresses, pile upon pile, roll upon roll. Into these greasy bandeaux are stuck sprays of artificial flowers, skeins of silk, pins and combs of every imaginable device and color; and this smart, dustcatching, oily head-gear will rest contentedly on a wooden pillow on the mat for the next ten days. But then her tiny, tottering feet! I fear that Sir John Suckling would not go into raptures over these Japanese mice that go in and out beneath the Nippon petticoat. They are white, it is true, but the stocking is a coarse gaiter with a "divided toe"-that is to say, the only covered toe visible is the great one, which is used as a lever for clasping the clog or slipper. The sandal of the clog is, in fact, sinng on to the useful great toe, between it and the rest of its neglected companions all tucked up in the undivided gaiter. She has no dignified or stately walking, but a cross between a waddle and a toddle. The slippers without heels shuffle and smack across the polished floors and snowy mats. and the clogs-oh! dear me, how they squeak and set your teeth on edge in the street or at the railway station! This, my good friends, is the "musumi" of Japan, over whom sane men lose their heads, and for whom they virtually turn their backs on the loveliest and most graceful women in Europe. By the side of the "musumi"-all of them chips of the same block-shuffles her mother. She is still fairly prettymuch prettier than her daughter, so it seems to me-for age in Japan reduces the fatty plumpness of the "moonfaced darlings," and makes their faces oval and interesting. But being married, fate, or her liege lord, has decreed that the poor woman should stain her beautiful white teeth a hideous black. They are not stained or painted, they are positively lacquered. Why a married man who wants to keep his wife at home should black her teeth I cannot say. At home when wives are faithless men occasionally black their eyes, but it is a strange act of unselfishness to hoard up for yourself a lifetime of ebony kisses in order to preserve them for home consumption. That cannot, however, be the reason, for a Japanese woman bates kissing, and would be shocked at the mention of it. Most women in the East regard it as a disgusting practice.

The Popular Rag Carpet. Rag carpets will probably never be abandoned. At least they are as popular as ever with farmers' wives. This fact we know by the frequent questions pertaining carpet should be discarded. It is a cheap, durable and comfortable floor covering. A correspondent gives these directions for making: What is called "bit or miss" is commonly thought to be the easiest way of putting the rags together; but I found that by striping we got on much faster, as the rags can be cut or torn as long as the pieces allow; portions artificial flowers in the Women's Build- | ing. All corners must be trimmed neatly,

and thick goods out narrower than thin, so that the cut strips will be of as uniform a thickness as possible. The narrower the rags are cut, the more carpet there will be to the pound, and the better the carpet will look, but the rags must not be so narrow that when sewed together they will not bear winding firmly into balls without breaking. A generous allowance of sewed rags is one and one-half pound for a yard. The balls should not weigh over a pound; if larger they are clumsy for the weaver to handle and he is more likely to break and waste them. Colored chain (warp) has a richer effect than white and the carpet looks clean longer. Chain of medium fineness wears better than the very coarse. One pound of chain is sufficient for three yards. Join the cut rags with good, coarse thread, lap the joined ends about an inch, then fold

once, stitch through the folds, making a smooth joining. Rag carpet looks best with little or no white in it.

When the carpet is to be striped the different colors must each be wound in balls by themselves. A hit-or-miss stripe in a carpet does not injure its looks, and uses up the short pieces—of which all hit-or-miss carpets should be made to have the colors blend well. After deciding how many and how wide the stripes are to be of the several colors, reckon twentyfour ounces (one and one-half pound) of sewed rags for a yard of carpet, or two-thirds ounce to the inch. The following are satisfactory combinations of colors and width of stripes: Twelve inches hit or miss, two inches gray, two inches red, four inches black, two inches red, two gray, twelve hit or miss. etc. If the weaver is given the required length of breadths he will, if desired, leave spaces between them of a few inches woven of chain alone, which makes a neat, durable finish for hemming the ends, much better than the old way of raveling out some of the rage and tying the chain.

Mrs. Potter Paimer's Salary. Washington Special in Chicago Record.

The Treasury Department has written Mrs. Potter Palmer to forward her bill for salary due her as president of the ladies' board in order that a ruling may be had on the payment of her salary in isabella quarter dollars. Owing to the peculiar wording of the law authorizing the souvenir quarters there was danger that the ladies' board would not secure possession of the coins, but that they would be paid out by the treasury on vouchers to the various creditors of the board. As Mrs. Palmer's salary has not been paid since she became president she is now one of the largest creditors. She draws \$150 a month, which she turns over to her clerk. This has left an accumulation of about \$7,000 due her personally for salary. The department is disposed to pay this amount in the Isabella coins, but in the letter sent her no ruling is made, as Secretary Carlisle wants the bills formally presented before deciding. The entire issue of Isabella quarters is only \$10,000, so that her salary covers nearly the entire issue. It is understood that hirs. Palmer takes this course in be-half of the ladies' board in order to keep the coins from passing into the hands of private parties, who would sell them at four or five times their value.



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